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DEATH.

At the Peak Hospital, on the 17th inst.

Mrs. ANDREW BEATTIE, 1438

HONGKONG OFFICE: 10A, DES VEXES ROAD, C

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 18TH, 1911.

ONE of the most widely acceptable books of the season is one which we may style "The King's Book," issued by the London House of WILLIAMS & NORGATE. It must not be supposed that His Majesty King GEORGE V. has addressed himself to the task of producing a work that would entitle him to be dubbed an author. "The King to His People" is a compilation of extracts from his speeches, as Prince and as King, delivered in varying circumstances to various races and in many climes. It is only right to assume that it has received Royal sanction before appearing before the public in its present form. It is with no merely formal spirit of loyalty to the King and Throne that we in this distant Colony welcome this tangible evidence of King GEORGE's ability, his breadth of mind, his ardent imperialism, his domestic instinct, and, above all, his deep human sympathy. To hail the volume with meaningless praise would be empty adulation; yet, we cannot but bestow unstinted commendation on the publishers for bringing together in a form that makes for permanent record, capable of handy transportation to the most distant portions of the British Empire, the speeches of a man who is not merely a monarch but a Briton through and through, who identifies himself with the life and aspira-

tions of his people, be they situated in the heart of the Empire or at its furthest limits, from Arctic regions to the torrid zone. He has a message to all. The keynote to his speeches may be found in his message to his people, in his famous phrase, "I do not stand alone." Whether the phrase may be taken as breathing a spirit of piety, or the more domestic feeling of a husband and father, or as the ruler of a great people, it indicates a catholic nature, a recognition that a modern King stands in a different relation to his people from that of the ruler of ancient or medieval times. The German Emperor has displayed a similar attribute, but we imply no slight to that noble and accomplished ruler when we say that not even the German Emperor is so wholly identified with his people as is King GEORGE with the people of Great Britain and her important dominions and dependencies beyond the seas. In the excellently phrased preface to the book, the publishers say:—"King GEORGE lived so long under the shadow of the fame of QUEEN VICTORIA and KING EDWARD, and he has so recently been crowned, that it may come as a surprise to many readers to realize how multifarious have been the interests of his adult life, how various the activities, and how rarely valuable the experiences of his dutiful wander-years. Something of this should be reflected in the following pages, wherein he is seen now urging upon the industrial magnates of Lancashire the importance of higher education, and anon haranguing a group of Maori or Ojibway chiefs; visiting Indian famine works, or praising the water supply of London and Liverpool; renouncing the gloom and pride of South African battlefields; cheering the pioneers of trade in the Far East and the founders of Universities in the Far West; testifying impartially to the merits of Scots and Germans as colonists, and the benefits of good nursing everywhere; bidding schoolboys be thorough, have courage, push ahead; welcoming the latest explorer back from polar fastnesses; feasting with the children at the Crystal Palace, sitting at the feet of the pundits of the Royal Society, ready with encouragement for every good public work. Withal, it will be surprising if, when the latest scene of this unique panorama is passed, there does not plainly appear a unity of spirit in the words spoken in circumstances so diverse—the integrity of mind, earnest, frank, open, and humane; conscious of the need of brains and energy in a competitive age, but always pitiful for the unfortunate; conscious, too, that the highest glory of the greatest State is to serve the common human interests of peace, justice, and moral progress."

The arrangement of the contents is most admirable. There are six sections: The Imperial Tour of 1901, "Wake Up, England!" With the Princes and Peoples of India (Nov., 1905–May, 1906), Trade, Education and Health (1906–1910), Accession of King GEORGE (1910–1911), and "After the Coronation." These sections are further sub-divided into chapters, an arrangement which makes not only for easy reading, but for ready and convenient references. The opening pages contain a speech to the people of Ceylon at Colombo, the closing pages the speeches made in Scotland in connection with the Coronation ceremonies north of the Tweed.

It is particularly appropriate that the book should have made its appearance on the eve of the King's departure for India. This innovation, on the part of a British monarch, marks, as we have said before, the commencement of a new political era. It has been predicted by a recent writer that some day we shall see the centre of Government removed from the small island that lies off the Continent of Europe to one of the distant dominions fast growing in imperial importance, but whether or not such a prediction is ever realised it is fitting that the people of the dominions beyond the seas should see their ruler face to face; and specially fitting is it at a time of political stress and upheaval, when not only conservative England is changing but ancient commonwealths nearer our own door are sloughing the encumbrances of old ideals and outer forms of government, and adopting methods of a radical and revolutionary character, that the vast multitudes of Britain's greatest dependency—so close to China—should have the opportunity of seeing for themselves the monarch who, in his own person, symbolises the highest political ideals of the age. It is only seven years ago that the King, speaking at Rangoon, laid stress upon the secret of Britain's greatness as a colonising and ruling force: "It is a source of never-ending wonder and satisfaction as I notice the extraordinary variety of races, religions and languages so harmoniously blended in the large centres of the Indian Empire. This harmony (said the King, then Prince of Wales) is due to the wise policy of tolerance for all creeds and equal justice for all races, and is the basis and secret of the

marvellous administration of which we in England are so proud, and for which you, and all those working for this country, whether officials or not officials, British or Oriental, are entitled to all praise." These words, we may take it, were uttered to us in Hongkong as much as to the people in India and Burma. Here in this Colony, with its mixed interests and variety of races and creeds, we ought to realise, as we believe most of us do, that we are part and parcel of a great Empire, and that we share in the benefits that flow from a clean administration, under which pure justice is meted out to all and under which benevolent regard is maintained for the highest interests of all, rich and poor alike, without distinction. The King's book emphasises to us that we are citizens of no mean Empire. But it also impresses upon us that prestige brings with it responsibility, that pre-eminence can be maintained only by preserving the hardihood of our forefathers, by persistent endeavour, and by following the principles of honesty, integrity, thoroughness and progressive adaptability—the rule of science as contrasted with the rule of thumb—in an age of world-wide competition. "The King to His People" is a book that ought to be in every man's library. It is a book that ought to be dipped into frequently by every man who wishes to "think imperially." It instils no spirit of antagonism to other peoples or other nations. But it is honestly and fearlessly pro-British and preaches the doctrine of national self-help as well as imperial self-respect and proper self-consciousness—the spirit which inspired the poet to pen the lines:

God grant our greatness may not fail
Through craven fear of being great!

Sir Joseph Dimsdale has been elected chairman of the council of the Japan Society.

A life-sized model of Dr. Sun Yat Sen, the Chinese revolutionary leader, has been added to Mme. Tussaud's Exhibition.

The Hongkong Jockey Club's annual races are to take place on February 13th, 14th and 15th. The griffins have arrived and training has commenced.

His Excellency the Governor has been pleased to appoint Mr. T. W. Robertson to be a surveyor of boilers of unlicensed steamships under 60 tons burden.

Of Kovarik's concert at Manila one of the papers of that city remarks: "One of the best classical musical programmes heard here for some time was given."

Kovarik loves his violin and his great love becomes manifest in his playing."

We are informed that the next Variety Entertainment produced under the auspices of the Palace Theatre Mt. Austin, will be given at the Theatre Royal on Saturday 13th January. Amongst those booked to appear are Karsarina & Ninkay in their Burlesque du Ballet.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinance passed by the Legislative Council:—Ordinance No. 58, of 1911, An Ordinance to consolidate and amend the law relating to companies.

Mr. G. D. Pitzipies, H.B.M.'s Consul at Chinkiang, who was previously Vice-Consul at Shanghai, has left for England on home leave, and is accompanied by Mrs. Pitzipies. His place at Chinkiang has been taken by Mr. R. Twyman, Vice-Consul at Shanghai. Mr. H. Phillips, Assistant Chinese Secretary at the British Legation, Peking, has been transferred to Shanghai as Vice-Consul.

Two interesting occurrences took place in the London office of the Hongkong and Shanghai Banking Corporation recently. The first was a presentation of a testimonial to Mr. Nicholls, who retired from the post of accountant of the London branch a few months ago. This took the form of a cheque, which was handed to Mr. Nicholls at the close of some kindly remarks by Mr. A. M. Townsend, the London manager. After Mr. Nicholls had suitably replied, Mr. Townsend was presented with an illuminated address from the London staff on the occasion of his approaching retirement, as a mark of the esteem in which he is held.

STAMP ORDINANCE RULES.

The Gazette announces the repeal by the Governor-in-Council of certain existing rules and the institution thereof of the following sub-rules:—

(a) Bills of Exchange and Renewals of Policies of Insurance may be stamped with adhesive revenue stamps.

(b) Such stamps may be obtained on requisition at the Stamp Office and shall be overprinted with the letters B.E. except in the case of the 5 cent stamps, which shall be sold without overprinting.

(c) Such stamps shall not be used for any other purpose, and shall not be parted with for any reason or purpose other than the renewals of Policies in the custody or possession of the parties who have made the requisition.

(3) Receipts (except ships' receipts) and commodity orders may continue to be stamped with the 5 cent receipt stamp issued to the public.

(4) Postage stamps shall not be used for any revenue stamp purpose from or after the 31st day of December, 1911.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE WRECK OF THE
"DELHI."

EXPRESSIONS OF GRATITUDE.

LONDON, December 16th.

In the House of Commons, Mr. Asquith announced that the British Admiral at Gibraltar had expressed to the *Freight* captain the Government's gratitude for the assistance the cruiser had rendered, and their sympathy at the loss of the sailors. He also expressed thanks for the assistance of the French police from Tangier. Mr. Asquith reiterated his gratitude, admiration and sympathy.

FRENCH BOATSWAIN'S FUNERAL.

Reuter's correspondent at Tangier states that the body of the *Freight*'s boatswain, who was drowned, was conveyed by steamer for burial in France. The cortege to the steamer was most imposing. It was headed by the Band of H.M.S. *London*, the staffs of the British and French Legations, and by British and French bluejackets.

ROYAL PARTY ILL.

Reuter's correspondent at Tangier reports that the members of the Royal party are ill in bed, suffering from exhaustion and bruises.

CREW BEING LANDED.

One hundred and sixty men of the crew of the *Delhi* are still on board the vessel. They are being landed slowly by means of the rocket apparatus.

LATER.

The sea and wind have fallen, and 60 of the crew have been landed in a breeches buoy.

Forty remain on board to get off the bullock and specie.

QUEEN ALEXANDRA'S GRATITUDE.

Queen Alexandra has telegraphed to President Fallieres her grateful thanks for the noble services rendered by the *Freight*'s crew, saying that her heart is filled with gratitude for the rescuers of her daughter and her family, and with deep grief at the death of the brave men who had sacrificed their lives, and with whose families she expresses her sympathy. Queen Alexandra has given £100 towards the relief of the dependents of the victims of the *Freight*.

LATER.

The Foreign Office publishes a telegram from the Duke and Duchess of Fife, thanking all for their messages of sympathy.

LATER.

THE THANKS OF THE KING.

Reuter's correspondent at Tangier wires that the Duke of Fife and his daughters walked out yesterday. The Princess Royal is still suffering from fatigue. The small baggage of the party has been recovered.

British bluejackets are working their hardest at saving the vessel, but the seas are preventing the salvage boats from operating.

King George has wired to President Fallieres his warmest thanks for the valiant services rendered by the bluejackets of the *Freight* and his sympathy with the victims.

BILLIARDS.

LONDON, December 17th.

The billiard match of 18,000 up between George Gray and Stevenson was won by Gray, who ran out when Stevenson had reached 17,364.

VOTES FOR WOMEN.

LONDON, December 17th.

A meeting was held in London to inaugurate a campaign to support the introduction into Parliament of an amendment to the Franchise Bill, to give votes to women. The meeting was addressed by Sir Edward Grey and Mr. Lloyd George. The police were posted on the glass roof, and the widows of the building were barricaded to prevent an outrage by the "militants" who paraded outside, carrying a banner depicting Mr. Lloyd George as "Bluebeard."

Sir Edward Grey said the democracy was incomplete until the women got votes. It was impossible, however, for the Government to embody such a provision in the bill, owing to differences on the question in the Cabinet, which would break up any attempt to introduce it.

Mr. Lloyd George said he was confident the House of Commons would accept the proposed amendment, unless their sympathies were alienated by acts of violence.

AUSTRALIAN ANTARCTIC EXPEDITION.

LONDON, December 16th.

The *Terra Nova*, conveying the Australian Antarctic expedition, has sailed from Christchurch, to get in touch with the Scott expedition.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

ANGLO-AUSTRALIAN CRICKET.

FIRST TEST MATCH.

LONDON, December 16th.

The first test match was continued at Sydney in hot and windy weather and before an attendance of 35,000. The wicket was good. The first innings of the Australians closed at 447. Trumper scored 113 by fine all round cricket, his score including a dozen fours. Minnett contributed 90 by all-round batting, and made fourteen boundary strokes. His innings lasted 111 minutes. England scored 142 for the loss of four wickets, Hobbs playing an unfinished innings of 63.

WARNER'S CAREER PROBABLY OVER.

The Sydney correspondent of the "Daily Mail" states that it is feared that Warner may be unable to play cricket again.

THE GEORGES CORONATION FUND.

LONDON, December 16th.

The Coronation fund raised by the Georges of the empire for a presentation to the King has realised £3407. The King has accepted the badge of the Garter, and has ordered the bulk of the sum to be invested, to enable young officers of marines to meet the cost of their training.

THE BRITISH BUDGET.

LONDON, December 16th.

The ruling of the Speaker of the House of Commons yesterday, that the current budget was not a money bill within the meaning of the Parliament Act has startled politicians. The Liberals describe it as stultifying the constitutional settlement of July, while the Conservatives say it justifies the action of the Lords in connection with the Budget of 1909. They praise the common-sense of the Lords in reading the Budget a third time yesterday for the sake of public convenience.

It appears that the ruling would account for the unimportant clause amending the powers of the Post Office in relation to stamps.

THE INSURANCE BILL.

LONDON, December 16th.

The House of Lords has passed the Insurance Bill on its third reading.

LATER.

The House of Commons has agreed to accept the minor amendments to the Insurance Bill, passed by the House of Lords.

LATER.

A crowded meeting to protest against the Insurance Bill was held in the City One hundred and sixty trades were represented and Lord Desborough presided.

The speeches were received with enthusiasm and a resolution of protest was unanimously adopted.

PARLIAMENT PROROGUED.

LONDON, December 16th.

Parliament was prorogued to-day and the King's speech was read.

Referring to our foreign relations, His Majesty said:—

"Our relations with foreign powers continue friendly, and I am happy to say that the Franco-German negotiations regarding the Morocco matter, wherein my Government is concerned by treaty engagements, have been concluded."

"During the Turko-Italian War, I issued a proclamation regarding Great Britain's strict neutrality."

"The deliberations of the Imperial Conference bore witness to the harmony existing between the United Kingdom and her dominions, and the growing consciousness of common interests, as well as to the spirit of loyalty and kinship which pervades the dominions and adds a lustre to my crown."

"I trust the labours of the Commission shortly to be appointed to enquire into the trade of the Empire will prove fruitful in showing a means of creating greater prosperity and promoting the mutual intercourse of the dominions."

"The relations of the two Houses has been adjusted by the Parliament Act."

The King concluded his speech by expressing great satisfaction in assenting to the Insurance Bill, and refers to the benefits conferred by old age pensions, to the passing of the Copyright Bill, and to certain local measures.

The speech was read by Lord Loreburn by Royal Commission, with the usual ceremony on such an occasion.

NEGRO PREACHER HANGED.

LONDON, December 16th.

As the rain incommoded the spectators in the prison yard, a negro preacher was hanged on a gallows in the opera house at Jackson, Georgia, U.S.A., in the presence of his kinsmen and the friends of the planter when he shot in a riot. The trapdoor of the stage was used as a drop.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE OPIUM CONFERENCE.

LONDON, December 16th.

Reuter's correspondent at The Hague wires that the Opium Conference has adopted the British resolutions recommending participating governments to punish persons illegally in possession of morphine; to restrict the traffic in such substances to medical and other legitimate purposes; to take measures to restrict the import and export of morphine and cocaine into participating countries or their colonies, or territories of concession; and urging the speedy convocation of a conference of the Postal Union to frame regulations respecting the nature of substances to be transported. It was decided that the resolutions concerning morphine be made applicable to medicinal opium and similar narcotics.

THE DURBAR.

THEIR MAJESTIES LEAVE DELHI.

LONDON, December 16th.

Reuter's correspondent at Delhi cables that the King has left for Nepal, and the Queen for Agra, amid memorable and most brilliant scenes and great demonstrations of loyalty on the part of the princes, who assembled at the Royal tent to bid Their Majesties farewell.

By the King's special desire there was a magnificent military procession to the station. The streets were lined with troops and Royal salutes were fired from the Ridge and the Fort.

Their Majesties departed amid storms of cheering.

THE NEW INDIAN CAPITAL.

LONDON, December 16th.

Reuter's Delhi correspondent telegraphs that Their Majesties have laid the first stones of the New Capital in the presence of a magnificent assembly.

The Viceroy, in the course of a speech, said he believed that the alteration of the capital would vastly improve the methods of government. It would end all strifes and dissensions and usher in an era of general peace and contentment.

The King afterwards reviewed three thousand police.

Their Majesties were loudly cheered.

VICEROYALTY OF INDIA.

LONDON, December 16th.

The story that Prince Arthur of Connaught will succeed Viscount Hardinge as Viceroy of India is officially contradicted.

MOHAMEDAN HOSTILITY TO ITALIANS.

LONDON, December 16th.

Reuter's correspondent at Mombasa wires that, owing to the hostility of the Mohammedans at Zanzibar, the Italian mail-boats have ceased calling there.

CORRESPONDENCE.

(To the Editor of the Daily Press.)

THE DOG'S HOME.

Sir,—Since your kind publication of my letter several sympathisers have expressed their strong desire that this Home should be continued. Consequently land has been secured, through the kindness of Messrs. Jardine, Matheson & Co., at Causeway Bay, two minutes' walk from the Tram Junction. The greater accessibility and totally revised arrangements, based on our experience, are likely to make the Home more useful. Though, as requested by the Government, I am the responsible person, it is obvious that my ordinary duties have made it impossible for me to attend to details of management, etc. This will apply similarly to the new Home. But Mr. Tata has most willingly consented to continue his gratuitous services as Superintendent and to transact business at the Home periodically. Mr. Kennedy, of the Horse Repository, has also readily promised to do all practicable in the way of oversight. The new Kennels will be very near the Repository.

If the needful money is now subscribed the re-erection will be at once and rapidly proceeded with. Further consideration shows the advisability of raising one thousand dollars to ensure efficiency. Mr. Abdul Rahman has again promised his architectural services free; and Mr. Patell heads the new list with another substantial donation. A few other friends have already solicited. I shall be glad if all who wish to subscribe will send me their amounts at the earliest convenience. All sums will be privately acknowledged and also publicly announced unless anonymity is requested.—I am, Sir,

CHARLES H. HICKLING.

The Manse,
3, Kennedy Road.

SWATOW NOTES.

[FROM OUR OWN CORRESPONDENT.]

THE REVOLUTIONARY FACTIONS.
There is still no sign of any settlement between the Swatow and Canton sections of the revolutionaries here, nor is any settlement possible unless the Cantonese retire, and even if they did retire, there are still great possibilities of trouble between the people of Swatow and the Hakkas of the interior. Swatow would be an excellent text for a sermon on the perils that await a republican China!

The leaders of both parties are absent just now; Chang is ruling at Chaochow, while Goe went to Canton about a fortnight ago, nominally to report to President Wu on the dispute that has arisen here, but, more probably, to reinforce himself. A week ago, there was a report that President Wu had decided altogether in favour of Chang, and that he was given sole and undivided authority over Swatow, while Goe had been sent north to assist in the operations against Peking! There appears to be no special reason for believing this yarn, while the fact that the telegraph office is now entirely in the hands of the minions of Chang may be a good ground for doubting it, especially as these pseudo-instructions have had no effect on Goe's men, as they could scarcely have failed to have had their emanation from the President. Another tale, current during the last day or two, relates that Goe will turn up here at the beginning of this week with a couple of gunboats and two or three thousand loyalist (i.e., loyal to him) soldiers from Canton. This tale is probably quite as true as the other.

In the meantime, while the leaders have been absent, the followers have not been idle, and a week ago active conflict between them was narrowly averted. It was, as usual, over the possession of implements of war that the quarrel started. Goe's men are holding all the arms that were seized from the police stations when these latter were "taken" by the revolutionaries a month ago. Chang's party claim that the police are now under their control—they have just appointed a new Chief of Police—and demanded the handing over of all the weapons. The two parties were on the verge of hostilities, which were only averted by the mediation of the Chamber of Commerce and other associations, who suggested leaving the matter in statu quo until the leaders returned.

A day or two ago, Goe's men arrested some of Chang's troops. The arrest, and subsequent imprisonment, seem to have been quite justifiable and well-deserved, but will none the less aggravate the ill-feeling between the two parties. The construction of new palisades on the streets in the neighbourhood of the premises of the American China Trading Company (the headquarters, it will be remembered, of Goe and the Cantonese party) appears rather ominous.

HOUSE-CUTTING.
During the past day or two, the forcible removal of guests has been the cause of some disquietude. This is the work of the Cantonese party, whose object evidently is to get as many people as possible irrevocably involved under the revolutionary banner. The streets are patrolled at night by little groups of three or four "patriots," who seize every piggish man they meet and invite him to accompany them to the nearest barber's shop. Those who decline do not save their locks for they are there and then forcibly cut by the "patriots," who do their work neither skillfully nor gently—some men who have put their hands to their heads in the hope of saving their cherished appendage have had their fingers hacked off for their pains.

In one instance, these amateur torsorial artists caught a Tartar—or, to be strictly accurate, one who clung to the sign of Tartar domination. One party of "patriots" accidentally arrested the head of the sampan guild. When the usual invitation was addressed to him, he indignantly refused, and revealed his identity, whereupon his captors dropped him like a hot coal—a strike of all the sampan men in the harbour is more than either party cares to cope with at present.

DISORDER AND ANARCHY.
On Sunday last there was a pitched battle between the people of two villages on the southern side of the harbour. Originally, it was merely a trivial question of a disputed boundary between fields, but, in the absence of any authority competent to settle the dispute, this petty matter soon developed into a *casa belli*, and a fierce fight took place. The combatants were armed with bamboo spears, but the fight went on for four hours (from 3 a.m. until seven), and three dead men were left on the field—two from the smaller village and one from the larger—while many also were severely wounded, but taken to their homes. Peace has not yet been restored; the revolutionary official of Chaochow came down to investigate the matter, but he accomplished nothing. The people of the smaller village claim compensation for the extra life lost on their side, and now it is rumoured that they are hiring a band of hoodlums from another village to aid them in making reprisals. It is difficult to see how lawlessness of this kind can be avoided, in the absence of any properly constituted authority.

IN GENERAL.
H.M.S. *Janus*, and also the Japanese torpedo-boat, are still with us, while on Friday evening the *Suma* also arrived.

The Swatow-Waterworks Company is making good progress with its work; the laying of the pipeline has now been commenced.

The Customs now fly neither the Imperial nor the revolutionary flag, but use instead their own (or Sir Robert Hart's) "house flag"—a yellow St. Andrew's cross on a green ground. This device has, too, been substituted for the dragon emblem on all the Customs uniforms.

IF YOU FEEL A COLD APPROACHING.
A hot bath at bed-time and a dose of PINKETTS form the best preventative. Pinkettes dispel Constipation, ensure regularity, aid Digestion, cure Biliousness. For 60 cents of Chemists, or post free from The Dr. Williams' Medicine Co., 24, Seeshuen Road, Shanghai.

RANDOM REFLECTIONS.

After a month's suppression, I am allowed to greet my readers and to express the hope that our acquaintance will not be interrupted again for some time.

With the exception of the dislocation of the printing trade, there have been few events in Hongkong of late of any moment, but the cable service has kept us supplied with more than the ordinary amount of pabulum from other sources. The war in Tripoli, the revolution in China, the trouble between Russia and Persia have provided a fair amount of sensational reading, and the discussion on Anglo-German relations has helped to clear the air a little, and it is hoped that it will lead to a better understanding between the "Monarch of the Sea" and the "Lord of the Land." Home politics have got to a stage which suggests another trial of strength between the Upper and the Lower Houses of Parliament, but I have a suspicion that the Pears are likely to have another fall, as Demos is beginning to realise his strength.

Hongkong was greatly concerned over the loss of the P. and O. *Delhi*. The big steamer was well known here, and many in the Colony will feel a pang of regret that the big ship on which they travelled once is now a wreck and has become the sport of the waves over which she rode so triumphantly.

What would the old "China hands" say if they were to return to their old haunts these days? They could scarcely imagine the Chinese of their acquaintance getting up a successful Revolution, but still less could they imagine a queueless China. Those who have been impressed with the oft-quoted saying that you cannot hustle the East will have to adopt other ideas and reconcile themselves to the fact that though China's progress may be slow and at times seem uncertain, a perceptible commencement has been made.

The most conspicuous change, and one to which we are gradually becoming accustomed in Hongkong, is, of course, the general disappearance of the queue. Many will regret that they no longer see the stately dignified Chinaman in his silken robes with shaven head and glossy queue. He was a picturesque figure, one which seemed in perfect harmony with the surroundings, but that picturesque dress is being abandoned, and the Chinese have become as other men. We see the change with mixed feelings. We regret, as the Chinese themselves must, parting with something with which they have more or less associated, and we regret it the more that in many instances the change does not mean improvement, but on the whole we have to concede that its convenience justifies its adoption.

The spirit of unrest prevalent throughout China is nowhere more manifest than among the domestic servants. Most of the experienced boys, cooks, and coolies have been attracted by the love of change and the higher wages offered to the revolutionary army. When the prospect of fighting in Kwangtung seemed to become remote, thousands flocked to arms. Of course, this may be only a coincidence, but it is a fact which has not escaped the notice of the cynical. However, that is not the point I wish to make. I merely wish to refer to the fact that housewives have more worries than usual owing to the impossibility of securing good servants. There are a lucky few who have retained their old domestics, but in most cases households are being conducted on makeshift lines until the time when the warriors return to their kitchens and their "before time" duties in the homes of the foreigner.

The newspapers have often told us on occasions when some distinguished Chinese landed in Hongkong that the Chinese national anthem was played, but no amount of inquiry was ever able to elicit an explanation of what it was. Now, however, *Reuter's* correspondent at Peking comes to our aid and sends translation to London which comes here in due season. It is:

May the golden bowl be preserved!
May Heaven shelter us!
Let the people and all living things rejoice as ducks among the pond lilies!
We are happy to wear the same clothing.
In this time of the Ching Dynasty we are fortunate to see real splendour and glory.
May the Heavens protect the Imperial Family!
Very high are the Heavens.
Cautiously roll the waves of the sea.
The "golden bowl" means the Chinese Empire. The present Manchu Dynasty is called the "Ching" or "Ta Ching" (Great Pure) Dynasty. There is real pathos at the present time in the line "May the Heavens protect the Imperial Family!"

I observe that "the finest site in the Colony" has during the past week become the dumping ground for the contractor's poles, etc., which have been in use in the building of the Law Courts. People are beginning to ask whether this site has been let by the Government to the contractor for this purpose, and at what rental? But that is a little sarcasm, merely. The fact that the site is being put to such a use evokes strong condemnation.

How long is it, I wonder, since a road inspector wandered into Jubilee Street, the thoroughfare on the western side of the Central Market? The present condition of that road would be a disgrace to a Chinese highway authority, and it is one of the busiest thoroughfares in the Colony.

In another week we shall be wishing each other the compliments of the season. It scarcely seems twelve months since we exchanged Christmas greetings last, and once more we are led to reflect on the flight of time. However, the season will not allow us to be dull, and notwithstanding dull trade, most of us will contrive to make the best of the festive occasion. Thursday brings the Christmas gifts from home, and it is to be hoped that the Christmas puddings sent by loving hands will not suffer in transit and will give the gratification that is intended.

ROBERT RANOM.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

London November 15th.

TRIPOLI.

So many contradictory stories have been published about the doings of the Italians in Tripoli that it may not be amiss to give an extract from a letter I have seen from an Englishman who was in Tripoli during the time of the much advertised atrocities. While it is useless to pretend that the Italian army has not been guilty of exceptionally merciless reprisals upon the Arab population in the Tripolitaine, yet it is quite wrong to imagine that either Italy as a nation or the general staff as a controlling military influence entered upon a deliberate and cold-blooded campaign of massacre. The trouble of Italy in all her land operations in North Africa is inexperience in warfare and a shrinking dread of the recurrence of the Abyssinian disaster. Italy landed in Tripoli an army devoid of experience and sadly wanting in confidence of itself. The result of this was a timidity in the initial treatment of the Arabs which, too late, they tried to remedy by frenzied harshness. All experience of war teaches us that any attempt at justifiable and necessary reprisals unless it is controlled and defined with the greatest care and rigidity, will develop into a hideous licence that nothing can control. This is what happened ten days ago in the chief Tripolitaine oasis. General Canova's staff was thoroughly unwarmed by the unexpected menace of the armed Arabs within its lines, it was shocked by the severity of the casualties suffered by the Bersaglieri, it gave indecisive and indefinite orders for the clearing of the Arab quarters and the application of drastic penalties for the possession of firearms that have been made public by proclamation. When a general staff is so scared that it can only formulate indecisive instructions, it is a matter of small surprise that the same attitudes of mind communicated itself to the rank and file of an army that was not altogether remarkable for confidence in itself. Turned loose in the suburbs of Tripoli with orders to act drastically and rapidly, it was not long before, under the influence of high passion, the excitable Italian soldiers believed that the only salvation for themselves and their comrades lay in the extermination of every male Arab that they could find. This led to acts of licence which became accumulative as the killing proceeded. Wild firing from the various parties of uncontrolled soldiers soon resulted in casualties amongst themselves which led them to believe that they were again being shot at by the Arabs and added a zest to the blood lust that possessed them. Once the tide of this fearful killing was let loose it became almost impossible to control it, and, instead of being stopped the moment the intended lesson was complete, the soldiery became possessed with a haunting fear that every Arab meant a possible shot in the back, and they therefore continued to destroy them on sight for days. In this massacre, which so contaminated a portion of the oasis that the Italian troops had to withdraw from it, it was impossible for women and children to escape the wild and uncontrollable volleys that destroyed their husbands, fathers and brothers. Although I do not believe that an Italian soldier deliberately would have hurt a single woman or child, yet in the frenzy of fear and fury that possessed them they ceased to be responsible agents. No military exigencies can justify a slaughter of Arabs that extended over days.

ROYAL GIFTS TO MUSEUMS.

Both the Bethnal Green Museum and the Victoria and Albert Museum are to benefit from the Chinese presents given to the King and Queen at the Coronation time. In this way the residents of East and West will both enjoy the inspection of some rare examples of Oriental workmanship. Among the presents that are being loaned to these two museums are a dressing table of carved red lacquer, with a chair and footstool to match. Bethnal Green is showing these. At South Kensington is the twelve-foot screen of rosewood enriched with panels of cloisonné enamel with the subjects inlaid in coloured composition, lacquer and pearl presented to the King by the Emperor of China. Also the Prince Regent's present of a pair of standing screens of Pekingese red lacquer finely carved with Chinese subjects bearing on the back, in jade, characters of lucky import, among which are variations of the appropriate sign for longevity. Also the present from the special representative of China, Prince Tsai-chen, a pair of standing screens inlaid with large panels of Pekingese cloisonné enamel in carved rosewood frames of Canton work.

A FORTHCOMING MARRIAGE.

The engagement is announced of Stanley Brenslaw Carter, third son of the late William Henry Carter, of London and Shanghai, and Mrs. Carter, of Prestbury, Cheshire, to Dulcie Isabel, eldest daughter of John Edmund Melhuish and Mrs. Melhuish, of 27, Beverley Road, Barnes.

SHIP ON FIRE.

The steamer *Wentworth*, from Calcutta for Dundee, put into the naval harbour at Dover two nights ago with her cargo afloat. She carried a cargo of jute and gunny. On Monday afternoon fire was discovered in the after hold and steam was pumped in, an operation that was continued throughout the night. Early in the morning one of the officers found four Chinese sailors lying insensible, and a doctor was summoned. Dr. Murphy went aboard and found three were dead, while the other was removed to hospital in a serious condition. The opinion is that the men had been indulging in opium and so were unable to get clear when the fumes from the fire gathered round them. One man had several Chinese cards clamped in his hand, so it is possible the sailors had been having a quiet game and in their condition were responsible for the cargo catching alight.

THE FAILURE OF THE THAMES IRONWORKS.

The inability of the Government to guarantee that orders for warships would continue to be given to the Thames has evidently shattered the hopes of the management of the Thames Ironworks, Shipbuilding, Engineering Company to run along at their past greatness. Anyway, it came as a sensation to London to hear last night that a receiver and manager was appointed by the Court. There is a large overdraft at the bank, and at the end of this week the four thousand work people will be looking for wages to the tune of some £7,000. The capital of the company is now £800,000. In 1907 five per cent. was paid on the ordinary shares. For the next three years only the preference dividend was paid, but again in 1904 and 1905 five per cent. was paid on the ordinary shares. Then for two years again the preference shares alone drew interest, while in 1908 there was a loss of over £25,000. Since then there seemed to be hope in the order that was given to the Company to construct the Dreadnought *Thunderer*, now completing at Dagenham. The chairman of the Company is Mr. Arnold Hills, a most remarkable man, whom the late Li Hung Chang found a very able fence against personal questions such as, "How much money are you earning yourself?" For some years now Mr. Hills has conducted the business of the great concern from an invalid's chair, for he became a victim to a stroke of paralysis. What the decision will do for the East End cannot be foreseen, for the works were the hope of the engineering population.

RUBBER COMPANIES.

Langkat Sumatra Rubber Company.—Contracts have been entered into for the sale of part of the 1912 crop of rubber—viz., 12 tons first latex at 4s. 6d. per pound; also a part of the 1912 Liberian coffee crop has been sold at 7s. 6d. per cwt.

Bandar Sumatra Rubber Company.—It is announced that a contract has been entered into for the sale of six tons of rubber, being part of the 1912 crop, at 4s. 7d. per lb.

CALDONIAN RUBBER ESTATES OF MALAY. The report for the period ended July 31 states that the land acquired consists of 1500 acres of fine jungle, of which 165 acres were cleared and planted with rubber during the early part of the year, and a further 289 acres have been cleared and planted. It is proposed to clear and plant 455 acres in rubber, including the above-mentioned 29 acres to be completed this year. The directors have decided to call up £25 per share, which, it is anticipated, will provide sufficient funds to cover expenditure until April, 1912, when a further call will be necessary.

SUNGAI BAHU RUBBER.

The accounts for the past year show a credit balance, after deducting expenses, of £11,840, which is carried forward. Tapping was commenced on May 24 last, and 395½ lb. of rubber was harvested. The estimate of the yield for the current financial year is 12,250 lb. The topsoil crop was 2158 plants harvested to June 30, realising net proceeds of £2069. There remained to be harvested about 110 acres of topsoil. The number Para rubber trees planted is 164,000, ranging from 1½ to 4½ years old.

UNITED MALAYSIAN.

Sir Francis W. Lowe, M.P., presiding last month at the first annual meeting of the United Malaysian Rubber Company, said that the hopes and expectations of those who advised the board when the company was first formed were far too sanguine, and it was needless for him to remind them that they had not been realised. In fact, the opposite had been the case. Instead of the large profits which were fore-forecasted in the prospectus having been realised, a considerable deficit was shown by the accounts. A long discussion followed, in the course of which Mr. Frank Sutor, a stockbroker, criticized the position of affairs, and moved a resolution to the effect that the board should be requested to negotiate with the vendors for the restitution of 1,000,000 shares, thereby reducing the capital of the company from 2,000,000 to 1,000,000 ordinary shares, and that the board should report the result of the negotiations at the earliest possible moment. Mr. Sutor said he hoped that the day was not far distant when a Shareholders' Defence League would be formed, and that one of its first spheres of activity would be to strengthen our company laws and so to facilitate the Board of Trade inquiries that the onus of individual effort on the part of shareholders would be removed.

The action of the report was first put to the meeting and agreed to, and Mr. Sutor's resolution was afterwards carried with practical unanimity.

MALAYSIAN RUBBER COMPANY.

The directors have issued a circular, in which they state that so far 8,329½ lb. of dry rubber have been weighed for auction, and the average price realized for sheet and scrap after deduction of freight and all auction expenses was 4s. 5½d. Tapping was commenced in January of this year, but the output for the first few months was necessarily small, as the coolies had to be trained and the work organized. A further consignment which has just reached London is estimated to consist of 2,669½ lb., and the eighth consignment which has been despatched consists of 3,354½ lb. Already, therefore, the 12,000 lb. estimated for the present year is exceeded. The producing cost will exceed the 1s. 6d. per lb. estimated in May. This is due to the fact that the earliest consignments were the results of the first tapping during the period when the tapping gangs were being trained, and before the erection of the factory and stores was completed, and that the comparatively small number of trees now being tapped is necessarily scattered.

ADMIRAL OF THE FLEET.

Sir Henry Blake recently addressed the following letter to *The Times*:

At the annual dinner of the China Association last evening the reply to the toast of "Our Guests" was entrusted to Admiral of the Fleet Sir Edward Seymour. I remarked that every allusion to that distinguished officer was to "Admiral Seymour." The incongruity of the title of the senior rank in the Navy struck me. His position is in relative rank the same as field-marshal in the Army, but a field-marshal would not colloquially be styled "General" so-and-so. The rank is the highest in the Navy, and ought to be marked by it. It should be "Admiral of the Fleet" or "Grand Admiral" generally understood. "Grand Admiral" would at once mark the difference between the senior officer of the Navy and the three ranks of admiral, vice-admiral, and rear-admiral. "Admiral of the Fleet" is ponderous and misleading for the general public.

LOCAL SPORT.

LEAGUE—CRICKET.

C.C.C. v. R.G.A.

This league match was played on Saturday and resulted in a draw as per scores:—

R.G.A.			
Lt. Hitchcock, c. Vireaux, b. Hancock	45		
Gr. Waterhouse, c. E. Bragg, b. J. Bragg	4		
Capt. Clapham, c. Panton, b. J. Bragg	4		
Capt. Crawford, c. Carvalho, b. J. Bragg	23		
Lt. Paris, c. Norris, b. Taylor	27		
Lt. Bagnall, b. E. Bragg, b. Hancock	0		
Lt. Collins, b. Taylor	5		
Gr. Driver not out	18		
Gr. Jones not out	6		
Br. Frith did not bat			
Gr. Josephs did not bat			

Extras 1
Total for 7 Wks. 133

Bowling Analysis.			
	O.	M.	R.
Taylor	11	3	34
Bragg, J.	13	3	43
Panton	5	1	19
Johnstone	5	2	13
Hancock	4	—	17

C.C.C.			
G. A. Hancock, b. Paris	10		
W. H. Vireaux, c. Jones, b. Bagnall	32		
R. A. Carvalho, c. Paris, b. Jones	12		
J. V. Bragg, c. Jones	16		
H. H. Taylor, c. Paris, b. Hitchcock	6		
L. A. Rora, b. Jones	4		
E. L. Bragg not out	1		
R. Bagg			
R. Panton did not bat			
J. D. Norris			
C. Johnston			

Extras 11

Total for 6 Wks. 92

Bowling Analysis.			
	O.	M.	R.
Paris	10	3	20
Bagnall	12	5	23
Hitchcock	3	—	23
Jones	6	2	15

KOWLOON v. R.E.

This match, played at King's Park on Saturday, resulted in a win for the home team. Scores:—

KOWLOON.			
W. Waterhouse, c. Addison, b. Tavenor	29		
J. H. Mead, b. Tavenor	15		
Lieut. W. A. Hargreave, c. b. Campton	21		
Major Taylor, b. Tavenor	5		
R. P. Thurstfield not out	10		
K. R. Macaskill, c. Brown	34		
W. L. Weaver			
Lieut. A. G. White			
F. Sutton			
Rev. Foster Pegg			
C. Brown			

Extras 7

Total for 5 wickets 121

Bowling Analysis.			
	O.	M.	R.
Capt. Addison	9	1	28
Corpl. Tavenor	8.2	2	29
Corpl. Campton	8	1	34
Corpl. Pearson	3	1	23

R.E.

Major Radcliffe, b. White	39		
Corpl. Tavenor, c. Foster Pegg, b. White	12		
Corpl. Pearson, c. Weaver, b. White	10		
Capt. Addison, c. Thurstfield, b. White	10		
Corpl. Campton, c. White, b. Weaver	7		
Corpl. Collins, b. Foster Pegg	3		
Corpl. Godfrey, b. Weaver	9		
Sp. Fox, c. Sutton, b. Weaver	4		
Sp. Furo, b. Weaver	4		
Corpl. Morgan, b. Foster Pegg	2		
Sp. Brown, not out	0		

Extras 11

Total 113

Bowling Analysis.			
	O.	M.	R.
Lieut. White	3	4	44
K. R. Macaskill	5	0	22
W. L. Weaver	6	0	21
W. L. Weaver	5	1	4
Rev. Foster Pegg	4	0	8

TENNIS.

A challenge of tennis match was played between the team of the Canton Christian College and the Chinese Y.M.C.A. of Hongkong on the grounds of the former. The result was 63 to 54 in favour of the Chinese Y.M.C.A. These players for the local Association were Messrs Wei Wing Lok, Ko Po Shan, Wong Po Koung, Wen Po Kie, F. E. Wilber, and F. M. Mohler.

FOOTBALL.

HONGKONG CLUB v. NAVAL YARD.
This match was played on the Club ground at Happy Valley, and resulted in a draw, one goal each.

R.G.A. v. K.O.V.I.L.
This match ended in a win for the Yorkshire men by one goal to nil.

RUBY.

A match between the Hongkong Club and Navy was played on the Naval ground at Happy Valley and resulted in a win for the former by 11 points to 9.

ROWING.

A scratch race between four crews took place at the V. R. C. on Saturday afternoon.

The crews were:
Thistle—A. M. Roza Pereira, Jr., B. W. Bradbury, A. L. Alves, E. Frohlich, and M. A. R. Souza (cox).

Leek—P. A. Yvanovich, E. K. Tata, R. C. Silva, J. M. Roza Pereira, and C. D. Silas (cox).

Shamrock—A. L. Silva, R. J. Judah, E. H. Farrell, A. H. Carroll and W. J. Carroll (cox).

Rose—F. Drude, H. J. White, F. Umbriger, F. L. da Roza and F. P. Lenfesty (cox).

All the boats got off with the report of the gun, and kept together for nearly half the distance. Shamrock took a slight lead over Rose and kept it until about 25 lengths from home, when Carroll increased his stroke and won an easy race for Shamrock by fully two lengths in very good time. The course was three quarters of a mile.

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MAGNETIC STRENGTH TESTING.
A novel electromagnetic tensile test apparatus is an engineering device for showing the effect upon materials of repeatedly loading and unloading. It consists of a frame of four fixed parallel side bars, a fixed top-head in which one end of the test-piece is fastened, a fixed bottom-head carrying two upward projecting pole pieces surrounded by two exciting coils, and a movable head sliding between the side bars and gripping the lower end of the test piece. In normal position, the movable head is close to the end faces of the pole pieces, serving as an armature to the magnet. When an alternating current is sent through the magnet-winding, the armature and test piece are subjected to a rapid succession of pulls, and the pulling force can be determined from the supply voltage and the air gap between pole pieces and armature. In a machine already built a pull of 220 pounds is obtained with a current of 110 volts. The load may be applied many times in a short period, a 50 cycle current, giving 100 pulls a second, making 8,500,000 loadings in 24 hours.

EDIBLE EARTH MINING.

Geophagy, or earth-eating, is common in many places, but it seems to have reached a unique development in the French Sudan, as described by Henry Hubert, a French author. Though food is abundant, the dirt — a kind of clay — is obtained by regular mining. The clay beds are of varying thickness, and, as the deeper layers are preferred, galleries are dug to reach the choicest material. A single native often eats 7 pounds or more in a day.

TERTH WITHOUT EXERCISE.

The influence of soft bread on children's teeth has been investigated in Germany. At Kitzling, Bavaria, 6.9 per cent. of those eating hard bread had diseased teeth, 8.2 per cent. of those eating both hard and soft; and 10.5 of those eating only soft bread. At Hirsingen, Baden, the percentage rose from 12.4 in 1894, when only hard bread was used, to 20.9 in 1901, when the bread was mostly soft.

REINFORCED PAVING.

The reinforced macadam of Guinet, a French engineer, is a new road material that is claimed to have given superior results in his tests of the last year or two. It is made in plates of various sizes, and consists of a bottom layer of cement enclosing the strengthening pieces of flat and circular iron, and a top layer of broken stone pressed into the cement. Formed into plates of moderate thickness 28 inches long by 10 wide, the pavement readily supported an evenly distributed load of 30 tons or a load of 8 tons concentrated at one point. The surface has been found very resistant to the wear of heavy traffic, and its smoothness — giving a striking contrast to stone pavement — is a special advantage. In places where the plates are too expensive to use over the entire width of the roadway, it is recommended that a narrow track be laid to receive the wheels of vehicles.

FEED IN HORSE EVOLUTION.

A kind of wild-clover called "zulla," found only in the Province of Cadiz, has been proclaimed by a Spanish horse dealer as the finest feed known for horses. The plant grows luxuriantly in chalky or clayey soil, seems to thrive best wild and is never cultivated, reaches a height of three or four feet, and sometimes yields 15 tons or more to the acre. It is cut and dried like hay. A recent tendency in Spain has been to use the Spanish-English hackney as draft animals, but the Spanish saddle-horse is asserted to have retained its supremacy for speed, endurance and tenacity of life. These high qualities are attributed to the feed. It is declared, moreover, that any class of animals may be improved by introduction to the favoured region, and that in the zulla locality they will in two generations acquire the extraordinary toughness and endurance.

A MILK THAT KEEPS.

The success of powdered milk may be of far-reaching importance, as it connects all sources of milk supply with the world's markets. It is developing a great industry in New Zealand, which provided a large amount for Shackleton's expedition and is to supply two tons for the expedition of Dr. Mawson. Advantages are claimed over condensed milk. It excels in keeping qualities and nutritive value, and is specially adapted for infants' food by its thorough sterilization and close resemblance to human milk.

ICE ON MARS.

Photographing through coloured screens is the new method of studying Mars that has been undertaken by Tikhoff at the Pulkova Observatory. Four different screens were used — transmitting respectively red, red and orange, orange and yellow, and green — and in the 30-inch equatorial telescope they produced good photographs of very small size. The red and the green filters gave strikingly different results. On the plates that were exposed under the red, the continents are much brighter than the south polar cap, while the seas are very dark and the canals are best seen; and the pictures that were taken under the green show the south polar cap as the brightest object, and the seas are grayish. A study of the polar cap has made it appear greenish instead of white. The interesting conclusion has been reached that at the time the photographs were made the cap was ice instead of snow, and this view has been confirmed by experiments on the absorption spectrum of ice and in photographing sand, snow and ice.

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UNUSUAL POISONING.

Aniline poisoning in a curious manner has been reported by a German physician. A boy applied commercial aniline liberally to his hands for ulcerated chilblains, and, while there was no inflammation of the tissues, and healing progressed, under the treatment, general symptoms of severe poisoning appeared, and were acquired by the boy's room-mate from simply sleeping in the close room. In the morning both boys were found unconscious. The one who had been poisoned by inhalation recovered the next day, but the other could not stand for nine days, after which he gradually recovered.

GERMS MAY LIVE LONG.

Bacteria, which may endure cold and drought unharmed, have possibilities of surprising longevity. From earth attached to moss that had been kept in a cabinet since 1852 a German biologist has obtained 80,000 living spores per gramme. A search for still older dried moss revealed a specimen that had been kept in a paper envelope since 1822, and even this yielded 19,000 bacteria per gramme. It is known that some disease germs retain their vitality a long time.

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LATEST STEAMER MOVEMENTS.

The M.M. str. *Aranda Behia* is expected to arrive here to-day at 6 a.m.
The O.S.K. str. *Chicago Maru* from Tacoma left Manila on the 16th inst., and is expected here to-day p.m.
The N.Y.K. str. *Wakana Maru* (Bombay Line) left Singapore for this port on the 12th inst., and is expected here to-day.
The N.Y.K. str. *Wakana Maru* (European Line) left Shanghai for this port on the 15th inst., and is expected here to-day.
The N.Y.K. str. *Yokohama Maru* (European Line) left Singapore on the 15th inst., and is expected here on the 20th inst.
The N.Y.K. str. *Nitoko Maru* (Australian Line) left Nagasaki for this port on the 16th inst., and is expected here on the 20th inst.
The N.Y.K. str. *Tamba Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 15th inst., and is expected here on the 24th inst.
The I.G.M. str. *Prins Waldemar* left Sydney on the 16th inst., at 11 a.m., and may be expected here on or about the 8th prox.
The P.M.S.S. Co.'s str. *China*, which was dispatched from Hongkong on the 17th inst., arrived at San Francisco on the 14th inst.

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CHANGCHOW, British str., 1,274, G. De Mille, 11th Dec.—Wakana Maru 5th Dec., C. al—Mitsui Bussan Kaisha.
CHONGKING, British str., 1,227, W. Laddell, 14th Dec.—Tientsin and Weihaiwei 8th Dec., General—Jardine, Matheson & Co.
CHITUR, Chinese str., 1,177, Wm. Jamieson, 10th Dec.—Shanghai 7th Dec., General—C. M. S. N. Co.
DORTMUND, German str., 5,235, G. Bold, 10th Dec.—Hamburg and Singapore 3rd Dec., General—Hamburg-America Linie.
GREGORY APCAR, British str., 2,961, S. H. Belson, 12th Dec.—Moji 8th Dec., Coal and General—David Sassoon & Co.
HATTAN, British str., 1,182, G. S. Roach, 10th Dec.—Coast Ports 9th Dec., General—Douglas, Leprie & Co.
HANGSANG, British str., 1,356, S. Wilde, 12th Dec.—Shanghai and Swatow 11th Dec., General—Jardine, Matheson & Co.
HANOI, French str., 743, G. Bouhier, 14th Dec.—Haiphong and Pakhoi 12th Dec., General—A. B. Marty.
HONGKONG, French str., 739, A. Cornelissen, 10th Dec.—Haiphong 7th Dec., Rice—A. B. Marty.
HUNAN, British str., 1,143, J. Speed, 13th Dec.—Tientsin and Swatow 12th Dec., General—Butterfield & Swire.
KAIFUKU MARU, Japanese str., 1,903, S. Suda, 12th Dec.—Mororan 1st Dec., Coal—Order.
MONTAGLE, British str., 6,163, W. Davison, 15th Dec.—Vancouver, B.C., 15th Nov., Flour, Salmon and Mails—C. P. R. Co.
NIPPON MARU, Japanese str., 3,452, A. G. Stevens, 15th Dec.—San Francisco 15th Nov., General—Toyo Kisen Kaisha.
PONTON, German str., 978, W. Botehr, 10th Dec.—Singapore and Heligoh 8th Dec.—Butterfield & Swire.
SABINE RICKMERS, Dutch str., 573, D. E. Boeve, 14th Dec.—Amoy 13th Dec., Beans oil—Asiatic Petroleum Co.
SYDONIA, German str., 3,544, B. Kolze, 13th Dec.—Shanghai 10th Dec., General—Hamburg-America Linie.
TRAN, British str., 1,346, A. W. Outerbridge, 14th Dec.—Manila 12th Dec., General—Butterfield & Swire.
TUBODAN, Dutch str., 6,000, J. W. Poeman, 15th Dec.—Java 4th Dec., Sugar and General—Java-China-Japan Lijn.
TIMARI, Dutch str., 2,740, J. P. Scholten, 12th Dec.—Batavia 3rd Dec., Sugar and General—Java-China-Japan Lijn.
TUNG WAH, British str., 746, Newbery, 13th Dec.—Tientsin 7th Dec., General—China Merchants Co.
YUNNAN, British str., 1,206, G. W. Eddy, 15th Dec.—Moji 8th Dec., Coal—Butterfield & Swire.

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG
For Demand Drafts on London on the day of
or preceding the departure of the steamer.
Mails, also Table of the Yearly
Approximate Averages for 36 years
FROM 1874 TO 1909.
Price 22 Cents. On Sale at the DAILY PRESS
Office, or Local Booksellers.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

ARRATOON APCAR, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 p.m. of the 18th inst., will be landed at Consignees' risk and expense. Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE delivery of their Goods from alongside, and Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.
DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 15th December, 1911. [1416]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 18th inst. will be subject to rent. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 18th inst., at 9.30 a.m. All Claims must reach us before the 22nd inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.
NORDEUTSCHER LLOYD, BREMEN. Agents, MELCHERS & Co., Hongkong, 11th December, 1911. [5]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

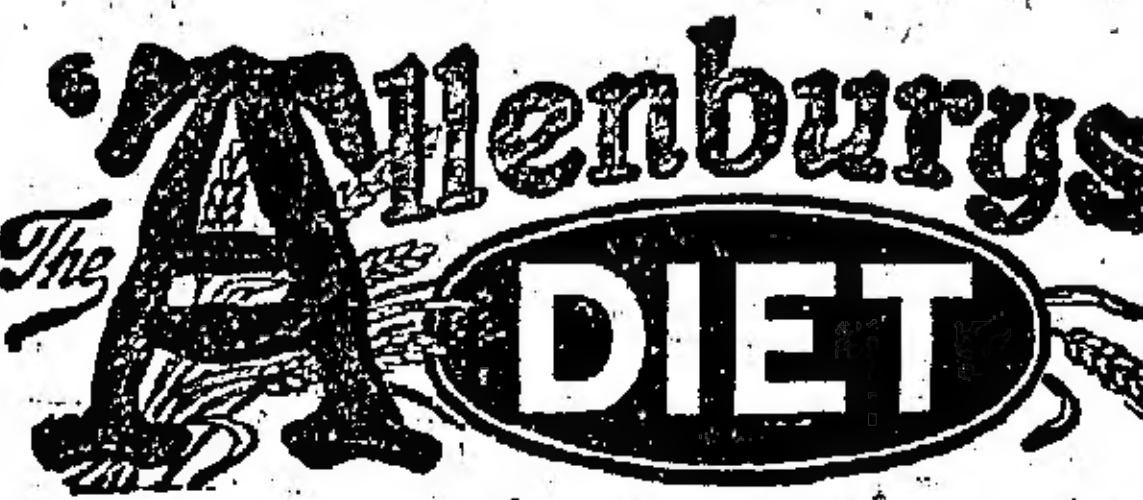
THE Steamship

"PRINZ LUDWIG," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained. Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 21st inst. will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 9.30 a.m. All Claims must reach us before the 25th inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned. This steamer brings Cargo: Ex a.m. "Ehrenfels" from Zanzibar via Port Said. Ex a.m. "Swakopmund" from Zanzibar via Port Said.
NORDEUTSCHER LLOYD, BREMEN. Agents, MELCHERS & Co., General Agents, Hongkong, 14th December, 1911. [5]

For general use

The 'Allenburys' Diet is a complete and easily digested food. It is pleasant to take, readily assimilated and speedily restorative. Whilst helping the system to recover its tone and vigour, it forms an ideal food for general use. Prepared from rich milk and whole wheat in a partially predigested form.

MADE IN A MINUTE—Add Boiling Water Only.

ALLEN & HANBURYS
LTD.
LONDON, ENGLAND.

THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO VANCOUVER, B.C. SEATTLE & PORTLAND (Or.),

VIA SHANGHAI AND JAPANESE PORTS. CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (OR.)	FOR MANILA
RYGJA ... 20th Dec.	KUMERIC ... 1912
SUVERIC ... 9th Jan.	... 3rd Jan.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to Amoy and Canadian Ports. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED. TELEPHONE No. 780, KING'S BUILDING, PRINCE CENTRAL.

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

S.S. "DUNFIC" ... 3,000 tons ... to be despatched End January, 1912.
S.S. "KATANGA" ... 5,600 tons ... to follow.

And regularly thereafter. For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED, MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG: 23rd December	FROM COLOMBO: 10th January, 1912.
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For Rates and Further Information, apply to—
THE BANK LINE, LIMITED, MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

PROPOSED SAILINGS.

Next Departure.	FROM CALCUTTA: End November.
For Rates of Freight and Further Particulars, apply to—	
THE BANK LINE, LIMITED, MANAGING AGENTS,	
Hongkong, 31st October, 1911.	[1075-17]

U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG.		(SUBJECT TO ALTERATION.)	
STEAMERS	TONS	SAILING DATES	
* KOREA	18,000	FRIDAY,	12th Jan., at 1 P.M.
* SIBERIA	18,000	SATURDAY,	27th Jan., at 1 P.M.
* MANCHURIA	27,000	SATURDAY,	17th Feb., at 1 P.M.
* MONGOLIA	27,000	SATURDAY,	2nd March, at 1 P.M.
* KOREA	18,000	TUESDAY,	2nd April, at 1 P.M.
* SIBERIA	18,000	TUE-DAY,	16th April, at 1 P.M.
* MANCHURIA	27,000	TUESDAY,	30th April, at 1 P.M.
* MONGOLIA	27,000		

All Steamers have an Excellent "Philippine Stringed Orchestra" for the entertainment of Passengers, and are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, FRIDAY, 12th January, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S. P.H. and M.H. Services, stationed at Ports of Call; also all Officials of U.S. Diplomatic Service, U.S. Consular Generals, Consuls and Vice-Consuls located in Asia. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Between China, Japan and Manila to Officials of U.S. Diplomatic Service, U.S. Consular Generals, Consuls and Vice-Consuls located in Asia, also Commissioned Officers of U.S. Army, Navy and U.S. P.H. and M.H. Services. These Special Rates apply when travelling at their own expense and to their families. To all Points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA ... 9,000 Tons ... FRIDAY, 5th Jan., at 1 P.M.
CHINA ... 10,200 Tons ... FRIDAY, 2nd Feb., at 1 P.M.
PERSIA ... 9,000 Tons ... TUESDAY, 26th Mar., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 5th Jan., at 1 P.M. On the Fine MAIL Steamers, CHINA and PERSIA First Class. SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £45.
via New York ... £45.
HONGKONG TO SAN FRANCISCO ... £25.
Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

JAVA-CHINA-JAPAN LIJN. REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	JAVA	—	JAPAN	First half of Dec.
TJIMANOEK	JAPAN	—	JAVA	First half of Dec.
TJIBODAS	JAVA	First half of Dec.	SHANGHAI	First half of Dec.
TJIMAH	JAVA	First half of Dec.	JAPAN	Second half of Dec.
TJILIWONG	JAVA	Second half of Dec.	JAPAN	First half of Jan.
TJIPANAS	JAVA	First half of Jan.	JAVA	First half of Jan.
TJILATJAP	JAVA	First half of Jan.	SHANGHAI	Second half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on Through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.
York Buildings, 1st Floor.
Hongkong, 12th December, 1911.

SAN FRANCISCO TOYO KISEN KAISHA. TRANS-PACIFIC WESTERN PACIFIC DENVER AND RIO GRANDE.

TRANS-CONTINENTAL TOYO KISEN KAISHA. New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.
S.S. CHYO MARU ... 21,000 tons.
S.S. SHINYO MARU ... 21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE). HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourist's Sleepers. Dining Car—Observation Cars. Electric Lights—Electric Fans, Union Depots. New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado. Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket Form No. 526.

C. LACY GOODRICH, GENERAL ORIENTAL AGENT, 17, WATER STREET, YOKOHAMA, AND KING'S BUILDING, HONGKONG.

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON, ROTTERDAM & ANTWERP...	"DENBIGHSHIRE" ...	On 10th Jan.
LONDON, AMSTERDAM & ANTWERP...	"MONMOUTHSHIRE" ...	On 17th Jan.
LONDON & ANTWERP...	"PEMBROKESHIRE" ...	On 31st Jan.

All steamers have excellent accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., AGENTS.
Hongkong, 12th December, 1911.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO ...	4000	M. C. Smith	Manila, Mangarin, Iloilo & Cebu	On 20th Dec., 4 P.M.
RUBI ...	4000	S. Crosby	Manila, Mangarin, Iloilo & Cebu	On 30th Dec., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 18th December, 1911.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE ...	20th Dec.	Saturday, 6th Jan., 1912
ST. ALBANS ...	12th Jan., 1912	Saturday, 3rd Feb.
BASTERN ...	9th Feb.	Saturday, 2nd Mar.
ALDENHAM ...	23rd Feb.	Saturday, 16th Mar.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & Co., AGENTS.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS
SHANGHAI, YOKOHAMA, KOREA & MOJI...	"CANTON" ...	6,500	2nd January.

For Freight and Further Particulars, apply to
OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG. YORK BUILDINGS TOP FLOOR.

VESSELS EXPECTED.

THE AMERICAN MAIL. The T.K.K. str. *Tenyo Maru* sailed from Yokohama on the 12th inst. for Hongkong, and is expected to arrive at this port to-morrow.

The P.M. str. *Persia* sailed from San Francisco November 29th for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due here on December 27th.

The P.M. S.S. Co. str. *Korea* sailed from San Francisco December 6th for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due here on January 2nd.

THE AUSTRALIAN MAIL. The N.Y.K. str. *Kumano Maru* (Australia Line) left Manila for this port on the 16th inst., and is expected here to-day.

The E. & A. steamer *Empire* left Sydney on November 28th for this port, via Queensland ports, Port Darwin and Manila.

THE CANADIAN MAIL. The C.P.R. Co. str. *Montague* left Shanghai at 9 a.m. on the 17th inst., and is due to arrive at Hongkong at 8 a.m. on the 20th inst.

THE ENGLISH MAIL. The P. & O. S. N. Co. str. *Despatch* left Singapore for this port on the 16th inst., at 7.20 a.m., with the outward English Mails and is due here on the 21st inst., at about 7 a.m.

The M.M. str. *Calcutta* with the French mail of the 19th ult. and mails from London of the 18th ult., left Saigon on the 15th inst., at 1 a.m., and is expected to arrive here to-day at 6 a.m.

THE INDIAN MAIL. The Apur str. *Lightning* from Calcutta left Singapore on the 12th inst. afternoon, and may be expected here to-day.

The N.Y.K. str. *Arin Maru* (Calcutta Line) left Singapore for this port on the 13th inst., and is expected here to-morrow.

THE SHANGHAI-ANTWERP LINE. The H.A.L. str. *Scandia* left Shanghai on the 15th inst. a.m. and may be expected here to-day a.m.

The "Ban" Line str. *Benelux* from Antwerp, Middlesbrough and London left Singapore on the 14th inst. for this port.

The S.S. *Canton* consigned to Olof Wijk & Co. left Suez on the 4th inst. and is expected here on or about the 2nd of January next.

The T.K.K. str. *Shinyo Maru* sailed from San Francisco on the 13th inst. for Hongkong, and is due at Hongkong on the 9th prox.

The T.K.K. str. *Kyo Maru* sailed from Salina Cruz on the 12th inst. for Hongkong, and is expected to arrive at this port on or about the 3rd February.

SHIPPING REPORT.

The Brit. str. *Hong Wan* L. reports: Strong monsoon and high sea.

The German str. *Devaquoyse* reports: Very strong N.E. wind force, strong sea and swell.

The British str. *Haiyang* reports: Fresh N.E. monsoon following sea, cloudy and hazy.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr & Mrs G. Anderson	Mr & Mrs H. A. Lamp
Mr & Mrs A. M. Baldwin	Mr R. L. Laidlaw
Mr S. M. Brown	Mr S. D. Lundy
Mr F. Bunnann	Dr. O. Merrill
Mr W. E. Byrne	Miss K. A. Massey
Mr. P. T. Chi vora	Mr W. P. Macquenn
Mr. W. E. Clarke	Mr B. Varkham
Mr H. L. Condon	Mr & Mrs G. Martin
Mr & Mrs O. A. Cooper	Mr J. C. Manca
Mr J. H. Corn	Mr & Mrs F. E. McHugh
Mr W. C. Draw	Dr. G. W. McKean
Mr E. J. W. Jones	Mr E. V. Mitchell
Mr H. G. Fisher	Mr & Mrs A. K. Moulder
Mr J. Forrester	Mr E. Newman
Mr Dammann Fuller	Mr V. J. O'Sullivan
Mr A. A. Fyfe	Dr & Mrs W. F. F. 22
Mr R. Gaudert	Mr E. H. Kay
Mr M. Garfield	Mr E. M. Raymond
Mr H. G. Gurr	Miss F. Beay
Mr A. B. Giles	Miss F. K. Gibson
Mr L. J. Gilbertson	Mr J. Scanzoni
Mr V. G. Gibson	Mr J. J. Shotton
Mr & Mrs Joseph Gould	Mr J. C. Sibbey
Mr & Mrs E. A. Hale	Mr G. Smith
Capt. T. P. Hall	Mr R. E. Smith
Mr & Mrs N. A. Hannibal	Dr & Mrs A. D. Spalding
Mr A. Harrison	and infant
Mr & Mrs W. A. Howell	Miss W. S. Squire
Mr H. Holgate	Mr J. Spittles
Mr H. Holmes	Mr & Mrs C. E. Stainer
Dr S. Housh	n.n.
Mr & Mrs E. I. Hurtado	Mr O. A. Steven
Mr E. B. K. Hunt	Mr & Mrs J. Steppars
Mr H. R. Fume	Mr P. D. Sullivan
Capt. E. James	Mr J. J. Thompson
Count, Countess, Lord and infant	Mr & Mrs K. Vollbrecht
Mr R. M. Joseph	Mr N. E. Weatherall
Mr & Mrs E. Joseph	Mr E. I. Warren
Mr & Mrs E. S. Kalooris	Mr L. Watson
Mr W. B. Knapp	Mr E. J. Watkinson
Mr A. Kopp	Mr & Mrs H. L. E. H.
Dr. Krueger	White
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VISITORS TO CANTON Should Purchase "FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BY CAPTAIN C. V. LLOYD, With Illustrations, Maps and Plans. Price ... £1.75. On Sale at—
Hongkong: "Daily Press" Office.
Messrs. KELLY & WALKER
Messrs. BARNES & CO.
Canton: Messrs. A. S. WATSON & C.

WEATHER REPORT.

On the 17th at 11.55 a.m.—Pressure has increased over Japan, and given way over China. The depression noted yesterday is moving away over the Pacific to the N.E. of Japan.

The anti-cyclonic area has moved Eastwards and is now central over Korea and the Western part of the Sea of Japan. Probably a depression is advancing Eastwards over W. China.

The monsoon will decrease in strength along the coast, and over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows—
FORECAST DISTRICT.
* Hongkong & Neighbourhood

Formosa Channel ... Same as No. 1.
South coast of China between Hongkong and Lamook ... Same as No. 1.
South coast of China between Hongkong and Hainan ... Same as No. 1.
* N.E. and N. winds, fresh, fair.

CHINA COAST METEOROLOGICAL REGISTER. 17th DECEMBER, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Force.	Weather.
Victoria	7 a.m.	30.46	75	NNE	0	b	
Hakodate	6 a.m.	29.91	—	W	4	—	
Tokio	30.26	—	—	NW	1	—	
Kobe	30.43	—	—	SW	1	—	
Nagasaki	30.45	—	—	ENE	1	—	
Kagoshima	30.41	—	—	NNE	1	—	
Oshima	30.34	—	—	—	0	—	
Naha	30.26	—	—	NNE	5	—	
Ishijima	30.21	—	—	NE	1	—	
Bonin Is.	30.24	—	—	—	0	—	
Chefoo	6 a.m.	—	—	—	—	—	
Waihaiwei	9 a.m.	30.44	62	SSW	3	b	
Hankow	6 a.m.	—	—	—	—	—	
Kiukiang	9 a.m.	30.43	65	ENE	1	b	
Shanghai	9 a.m.	30.38	62	75	—	3 b	
Gutaif	30.36	—	—	—	—	—	
Sharp Peak	30.36	—	—	—	—	—	
Amoy	6 a.m.	30.29	60	76	NE	2	c
Swatow	30.24	—	—	76	NNE	1	u
Taihook	5 a.m.	—	—	—	—	—	
Taihook	30.20	—	—	—	—	—	
Taihook	30.2	—	—	—	—	—	
Koshan	30.13	—	—	—	—	—	
Pescadore	30.21	—	—	—	—	—	
Canton	9 a.m.	30.28	56	75	NE	1	b
Hongkong	10 a.m.	30.26	65	67	E	3	c
Vict. Peak	30.22	—	—	—	—	—	
Gap Rock	30.22	—	—	—	—	—	
Macao	—	—	—	—	—	—	
Wuchow	9 a.m.	30.33	52	—	—	2	b
Holbow	—	—	—	—	—	—	
Fukien	8 a.m.	30.25	59	—	—	3	b
Tientsin	30.16	—	—	—	—	—	
Tientsin	30.16	—	—	—	—	—	
C. St. James	29.38	—	—	—	—	—	
Appari	6 a.m.	29.62	—	—	—	2	b
Manila	10 a.m.	30.04	82	70	—	0	c
Logaspi	6 a.m.	—	—	—	—	—	
Buenos	9 a.m.	—	—	—	—	—	
Iloilo	—	—	—	—	—	—	
Cebu	29.95	—	—	—	—	3	b
Labuan	29.91	—	—	—	—	2	c

HONGKONG METEOROLOGICAL REGISTER.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE (NORE AND YOKOHAMA)	(Capt. G. Phillips)	About 19th Dec.	Freight and Passage.
SHANGHAI	(DEVANHA) (Capt. W. R. Hickey)	About 21st Dec.	Freight and Passage.
LONDON VIA USUAL PORTS	(HIMALAYA) (Capt. D. C. Grogan, R.N.R.)	Noon 23rd Dec.	See Special or Call

For Further Particulars apply to

F. A. HEWETT, Superintendent.

Hongkong, 14th December, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL	REMARKS
MANILA, CEBU & ILOILO	"TEAN"	On 19th Dec.	4 P.M.
SHANGHAI	"CHINHUA"	On 21st Dec.	4 P.M.
HAIPHONG	"SUNGRIANG"	On 22nd Dec.	10 A.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 22nd Dec.	4 P.M.
SHANGHAI	"ANHUI"	On 23rd Dec.	Midnight

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING" Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES: SINGLE \$15.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS. [10]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANJ"	Capt. J. W. Evans	TUESDAY, 19th Dec., at 11 A.M.
"HAIMUN"	Capt. A. H. Stewart	THURSDAY, 21st Dec., at 11 A.M.
"HAIHAN"	Capt. J. S. Rood	SUNDAY, 24th Dec., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 26th Dec., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIHAN" ... Capt. J. S. Rood ... WEDNESDAY, 20th Dec., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LARBAIK & Co., GENERAL MANAGERS.

Hongkong, 18th December, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR	STEAMERS	TO SAIL	REMARKS
FOR HAVRE & HAMBURG:	S.S. SCANDIA	20th Dec.	
FOR MARSEILLES, HAVRE & HAMBURG:	S.S. ANDALUSIA	21st Dec.	
FOR HAVRE, ROTTERDAM, HAMBURG & ANTWERP:	S.S. BRASILIA	5th Jan.	
FOR HAVRE, BREMEN & HAMBURG:	S.S. DORTMUND	9th Jan.	
FOR MARSEILLES, HAVRE & HAMBURG:	S.S. SEGOLIA	23rd Jan.	
FOR HAVRE, HAMBURG & ANTWERP:	S.S. SILESIA	31st Jan.	
FOR HAVRE, ROTTERDAM & HAMBURG:	S.S. SAMBIA	1st Feb.	
FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. SAXONIA	16th Feb.	

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 16th December, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	"HANGSANG"	Tuesday, 19th Dec.	D'light
SANDAKAN	"MAUSANG"	Friday, 22nd Dec.	Noon
MANILA	"TUNGSA"	Saturday, 23rd Dec.	2 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wednesday, 27th Dec.	3 P.M.
SHANGHAI, KOBE AND MOJI	"FOOKSANG"	Friday, 29th Dec.	Noon
MANILA	"LOONGSANG"	Saturday, 30th Dec.	2 P.M.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Japan Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagtsse Ports, Taingtan, Weihaiwei, Chefoo, Tientsin and Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Uluken, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to— JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS. [15]

Hongkong, 18th December, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 29th Dec., at Noon.
SHINTO MARU	21,000	H. S. Smith	FRIDAY, 19th Jan., Noon 1912
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 16th Feb. 1912.

† Triple Screw, turbine engines. * Twin Screw.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

The Triple Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 29th December, at Noon.

INTERMEDIATE SERVICE.

The Twin Screw S.S. "NIPPON MARU," 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY AT SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	DATE OF SAILING
KIYO MARU	17,500	TUESDAY, 11th Feb., at Noon. 1912.
BUYO MARU	10,500	TUESDAY, 9th April, at Noon.
HONGKONG MARU	11,000	FRIDAY, 7th June, at Noon.

The Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 11th February, at Noon.

FARES FROM HONGKONG:

To LONDON	£71-10-0
To VALPARAISO	£57-0-0

Fares by INTERMEDIATE STEAMER.

To HONOLULU	\$20-0-0
" SAN FRANCISCO	\$25-0-0
" CHICAGO	\$35-10-0
" NEW YORK	\$40-0-0
" LONDON VIA NEW YORK	\$45-0-0

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINTO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

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EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 20th Dec., 1911, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"CHICAGO MARU"	6,182	WED'DAY, 27th Dec., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 19th Jan., at 11 A.M. 1912.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:—

From Manila	G \$150.00
From Hongkong, Shanghai and Keelung	G \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for first class Passengers, untraded AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Furs and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
FOOCHOW VIA SWATOW AND AMOY	"CHOSHUN MARU"	WED'DAY, 20th Dec., at 10 A.M.
TAMSIU VIA SWATOW AND AMOY	"DAIJIN MARU"	Sunday, 24th Dec., at 10 A.M.
ANPING VIA SWATOW AND AMOY	"SOSHU MARU"	WED'DAY, 13th Dec., at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, MANAGER.

772-778]

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BEINDISI, &C. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due (Brindisi) 2 days earlier	Due (London) 1 day later
ASSAYE	7500	February 3	March 2	March 8
HIMALAYA	7000	February 17	March 16	March 22
DELHI	8000	March 2	March 30	April 5
INDIA	8000	March 16	April 1	April 19
DEVANHA	8000	March 30	April 27	May 3
DELTA	8000	April 13	May 11	May 17
ASSAYE	7500	April 27	May 25	May 31
DELHI	8000	May 11	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BEINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71-10-0 SINGLE £210-14-4 RETURN.

2nd £488 £272-12-6

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON-PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
NYANZA	Tonnage about 7000	February 7
NILE	7000	March 6
NUHIA	7000	April 5
SUMATRA	5000	17
NAMUR	7000	1
PALAWAN	5000	15
BORNEO	5000	29
SYRIA	7000	12
NORE	7000	26

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55-0-0 SINGLE £232-10-0 RETURN.

2nd £38-10-0 £57-4-0

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

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NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	MIYASAKI MARU Capt. T. Mura	9,000	WED'DAY, 20th Dec., at Daylight.
	KAWACHI MARU Capt. H. Peterson	7,000	FRIDAY, 22nd Dec.
	KITANO MARU Capt. E. Cope	9,000	WED'DAY, 3rd Jan., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. B. Kon	7,000	SATURDAY, 30th Dec., from Kobe
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 2nd Jan., at Noon.
	AWA MARU Capt. T. Iizawa	7,000	TUESDAY, 30th January, 1912.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 22nd Dec., at Noon.
	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 19th Jan., at Noon.
SHANGHAI, MOJI & KOBE	WAKASA MARU Capt. N. Nielsen	7,000	WED'DAY, 20th Dec.
SHANGHAI, NAGASAKI and KOBE	KIRIN MARU Capt. M. Deguchi	4,000	WED'DAY, 20th Dec.
KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser	9,000	THURSDAY 21st Dec., 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WED'DAY, 20th Dec.
BOMBAY via SINGAPORE, PENANG and COLOMBO	COLOMBO MARU Capt. J. Teranaka	5,000	TUESDAY 2nd January.

§ Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

1912 PASSENGER SEASON 1912

STEAMER	Tons	CAPTAIN	From Hongkong
TANGO MARU	8,000	K. Kawara	February 14th.
KAMO	9,000	E. L. Sommer	February 28th.
AKI	7,000	K. Homma	March 13th.
MISHIMA	9,000	A. C. Moss	March 27th.
KAGA	7,000	M. Hagino	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.
HITACHI	7,000	T. Yamawaki	May 8th.
MIYASAKI	9,000	T. Mura	May 22nd.

FOR SEATTLE.

INABA	MARU	...	7,000	...	S. Tomioka	...	February 27th.
TAMBA	"	...	7,000	...	K. Noda	...	March 26th.
SANUKI	"	...	7,000	...	"	...	April 9th.
AWA	"	...	7,000	...	T. Iizawa	...	April 23rd.
INABA	"	...	7,000	...	S. Tomioka	...	May 21st.

For further information, apply to—

